

FIFTH STREET BRIDGE
U.S. 50 AT COLORADO RIVER
GRAND JUNCTION
MESA COUNTY
COLORADO

HAER NO. CO-41

HAER
COLO
39-GRAJU
1-

PHOTOGRAPHS
WRITTEN HISTORICAL AND DESCRIPTIVE DATA

Historic American Engineering Record
National Park Service
Rocky Mountain Regional Office
Department of Interior
P.O. Box 25287
Denver, Colorado 80225

HABS/HAER INVENTORY

U.S. Department of the Interior
National Park Service
Washington, DC 20240

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1. SITE I.D. NO

2. NAME(S) OF STRUCTURE Fifth Street Bridge Bridge over Colorado River CDH: H-02-H	ME09	5. ORIGINAL USE highway bridge	6. PRESENT USE highway bridge	7. CLASSIFICATION BT&A: TRUSS: STEEL	7	6	0	3	9. RATING
3. SITE ADDRESS (STREET & NO) U.S. Highway 50 over Colorado River SW _{1/4} S23, T1S, R1W									10. DATE 1933

4. CITY/VICINITY Grand Junction	COUNTRY Mesa	STATE Colorado	SCALE 1:24	10. UTM ZONE 1	11. EASTING 7	12. NORTHING 10	13. QUAD 04	14. OTHER 1625	15. REGION RMRO
12 OWNER/ADMIN ADDRESS Colorado Department of Highways	4201 East Arkansas Avenue	Denver Colorado 80222	16. DESCRIPTION AND BACKGROUND HISTORY INCLUDING CONSTRUCTION DATE(S), PHYSICAL DIMENSIONS, MATERIALS, MAJOR ALTERATIONS, EXISTANT EQUIPMENT, AND IMPORTANT BUILDERS, ARCHITECTS, ENGINEERS, ETC.						

Rigid-connected, 9-panel steel Parker through truss

span number: 4
span length: 185'0"
overall length: 791'0"
overall height: 31'9"
clearance hgt.: 13'6"
roadway width: 24'0"
end/top chrd: 2 channels w/ cover plate and lacing
bottom chord: 2 channels w/ batten plates
vertical: 1 wide flange
diagonal: 1 wide flange
flr./decking: monolithic concrete slab deck w/ steel floor beams
substructure: concrete wingwalls w/ spill-through concrete piers

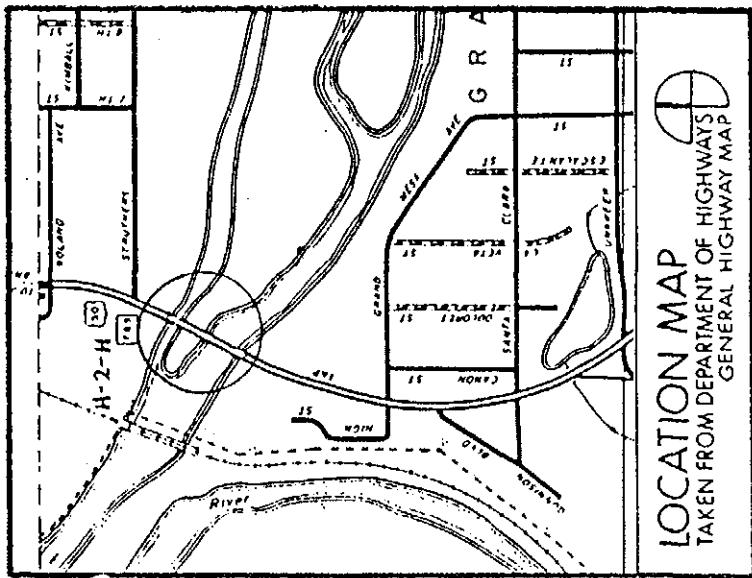
In 1886 the Colorado State Legislature funded the first State Bridge - a multi-span steel truss over the Colorado River at Grand Junction, 740' in total length. That bridge was the first major trussed span at the Fifth Street crossing in the center of town. In 1933 the State Highway Department designed a replacement bridge for the crossing: a four-span riveted Parker through truss set on concrete piers and abutments. The Wisconsin Bridge and Iron Works was contracted to fabricate and erect the long-span trusses at a total cost of \$116,603, and the bridge was completed and opened to traffic that year. The Fifth Street Bridge has remained in continuous use since - one of two spans over the river serving the central business district - and is in unaltered and well-maintained condition.

14. CONDITION <input type="checkbox"/> EXCELLENT <input checked="" type="checkbox"/> GOOD <input type="checkbox"/> FAIR <input type="checkbox"/> DETERIORATED	15. DANGER OF DEMOLITION <input type="checkbox"/> RUINS <input type="checkbox"/> SPECIFY THREAT	16. SIGNIFICANCE <input type="checkbox"/> NO <input type="checkbox"/> UNKNOWN
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During the 1920s and 1930s the Colorado State Highway Department designed and contracted for two basic types of steel highway trusses: the Camelback pony for spans 125' and under and the Parker through for spans 125' and over. Although other generic types such as the Pratt through or Pennsylvania through were sometimes used, the riveted Parker was the design of choice for long-span highway crossings. Two multi-span combinations of that type remain in use on the state highway system - the Delta Bridge (0L08) and the Fifth Street Bridge. Both are significant as unusual multiple-span examples of a common highway truss type. This bridge additionally functions as a regionally important crossing of the Colorado River - the site of the first State Bridge - for which it is historically significant.

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FIFTH STREET BRIDGE
HAER No. CO-41 (Page 2)



18 LOCATED IN AN HISTORIC DISTRICT? YES NO NAME

19 PUBLIC ACCESSIBILITY YES LIMITED YES UNLIMITED
 NO UNKNOWN

21 REFERENCES—HISTORICAL REFERENCES, PERSONAL CONTACTS, AND/OR OTHER

"Abstract of Projects for Which Internal Improvement Income or Permanent Funds have been Appropriated." State Engineer's Office, 1906.
Dedication plate on bridge: "Colorado State Highway Department 1933".
Field inspection by Clayton Fraser and Sussan Cason, 16 November 1983.

20. EXISTING NR NHL HAES HAER-1 HAER NPS
 SURVEY COUNTY LOCAL OTHER

22. INVENTORIED BY Clayton Fraser and Carl Hallberg
AFFILIATION Fraserdesign Loveland Colorado
DATE 18 January 1984